Message

From: Steve Mazure [srm2@chrysler.com]
Sent: 12/7/2012 10:45:30 PM
To: Dalton, Joel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5e590ca117f84cc384adcf13b68b4358-Dalton, Joel]; 'Lucky Benedict (nbenedic@arb.ca.gov)' [nbenedic@arb.ca.gov]
CC: Morrie Lee [ml90@chrysler.com]
Subject: Follow up data on the Urea Quality Sensor decision
Attachments: 2014 MY UQS slides.pptx

Per our recent meetings on the subject, attached are the slides we reviewed about Chrysler/Fiat delaying implementation of the UQS until 2015 MY for our diesel models. We appreciate EPA's approval last month of this delay due to our other anti-tampering measures and look forward to continued development to a more robust UQS.

Lucky, we did review your question on the slow dilution with the calibrators. It is currently set up to first check for a 3L urea refill event as this was deemed proper for avoiding false events if parked on an incline where our Jeeps and Trucks customers will definitely experience. We are evaluating reducing the refill amount as the calibration matures if it will allow. Yes, the system will monitor and continue to increase dosing under closed loop as it detects the NOx efficiency changes. Due to some NH3 catalyst storage, there is a slight delay but still the system is OK until one of the monitors detects a threshold is passed which sends the OBD trigger.

Please let me know if you have any further questions and appreciate your concurrence on this and any other outstanding diesel-specific issues.

Steven R. Mazur

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